Amendments to the Specification:

Please amend the specification as follows:

Page 2, last paragraph (line 25), continuing on page 3 (lines 1-18)

When the hinge portion is set to have a large flexural rigidity which can withstand a high inflation pressure of the air bag body in the conventional operation mode of the inflator, the hinge portion is hardly bent by a low inflation pressure of the air bag body exerted by a first-stage gas ejection operation in the multi-stage operation mode of the inflator, thereby producing the possibility that a predetermined inflation opening cannot be satisfactorily formed in an air bag lid portion. By contrast, when the hinge portion is set to have a small flexural rigidity at which the hinge portion can be bent by a low inflation pressure of the air bag body exerted by a first-stage gas ejection operation in the multi-stage operation mode of the inflator, there arises the possibility that the hinge portion is broken by a high inflation pressure of the air bag body in the conventional operation mode of the inflator. As a result, hinge rotation of the door piece which is formed in the air bag lid portion may not be satisfactorily conducted.

Page 7, fourth full paragraph (lines 19-20)

Fig. 2 is a section view taken along the line ~~A-A~~ 2-2 in Fig. 1.

Page 8, title between paragraphs five and six (line 13)

~~[Embodiment 1]~~ Embodiment 1

Page 9, first full paragraph (lines 8-23

The instrument panel 2 and the lid portion 5 are configured into a three-layer structure in which a skin 6 made of ~~TEO~~ Thermoplastic Elastomer Olefin (TEO) or the like, a foamed layer 7 made of ~~PU~~ Polyurethane (PU) or the like, and a core member 8 made of ~~PPC~~ a Polypropylene Composite (PPC) (for e.g., a composite of polypropylene and materials such as synthetic rubber and corks) or the like are integrally formed in this sequence with starting from the surface. Alternatively, the instrument panel 2 and the lid portion 5 may have a

single-layer structure formed only by the core member 8, or a multi-layer structure in which a multi-layer laminated sheet configured by a skin layer, a foamed layer, and a backing layer is bonded to the core member 8. The instrument panel 2 of the three-layer structure is molded by setting the skin 6 and the core member 8 which are previously shaped, into a foaming mold that is not shown, and then injecting and foaming a foaming material constituting the foamed layer 7 between the skin 6 and the core member 8.

Page 9, last paragraph (lines 24-25), continuing on page 10 (lines 1-19)

Before the skin 6 is set into the foaming mold, a score groove 9 is previously formed in a portion of the skin 6 which will constitute the lid portion 5. The score groove 9 is configured by portions such as a thinned portion which is processed by thinning with partly leaving the skin 6 in the rear face. The thinned portion is appropriately formed by applying a process such as knife cutting, ultrasonic cutting, or laser cutting on the rear face of the skin 6. In Embodiment 1, the score groove 9 consists of one lateral score groove portion 10 which elongates substantially in the vehicle's width direction, and two longitudinal score groove portions 11 which elongate in parallel in the vehicle's longitudinal direction. The two longitudinal score groove portions ~~with~~ respectively ~~passing~~ touch the ends of the lateral score groove portion 10, so that the score groove has a substantially H-like shape in a plan view. Alternatively, the two longitudinal score groove portions 11 in Embodiment 1 may be omitted so that the score groove 9 has a substantially linear shape in a plan view. In another embodiment, the score groove may be formed into a substantially U-like shape in a plan view.

Page 10, last paragraph (lines 20-25), continuing on page 11 (lines 1-16)

Before the core member 8 is set into the foaming mold, a substantially rectangular opening 12 is previously formed in a portion of the core member which will constitute the lid portion 5. A door member 13 which is made of a metal or a resin is attached to the opening 12 via an insert member 15 having plural stud bolts 14, and nuts 46 which are screwed to the stud bolts 14, respectively. In the case where the score groove 9 has a substantially H-like shape or a substantially straight line shape in a plan view, two door members 13 are attached to be arranged in the vehicle's forward and backward direction as shown in the figure. ~~The~~ As shown in Figs. 1 and 2, the lateral score groove portion 10 corresponds to an area between

open-end sides of the two door members 13, and the two longitudinal score groove portions 11 correspond to areas between both the sides of the door members 13 and both the side edges of the opening 12, respectively. As shown in Fig. 3, each of the door members 13 comprises: an attaching portion 16 serving as a door member fixing end which is to be fixed to the front or rear edge portion of the opening 12 by the stud bolts 14; and a door portion 17 which is to be positioned in the opening 12.

Page 12, last paragraph (lines 22-25), continuing on page 13 (lines 1-8)

The air bag module 4 further includes an air bag container 25 which is made of, for example, a metal. The container 25 is ~~connectedly~~ fixed to an upper portion of the base member 22 by welding or the like. A diffuser opening 24 which communicates with the base member 22 is formed in the bottom of the container. The air bag body is housed in a folded condition in the air bag container 25. The air bag body is fixed to the air bag container 25 via a retainer 26 which is made of a metal, and which is inserted into a gas introducing port of the air bag body, by screwing nuts 28 to retainer bolts 27 that are protruded from the retainer 26.

Page 14, first full paragraph (lines 9-21)

The second hinge portion 32 is disposed on the side of the first hinge portion 30 which is on the open end side of the door member 13. The width (twice the dimension B) of the second hinge portion 32 is set to be smaller than the width (the dimension A) of the first hinge portion 30. In order to realize this, as shown in Fig. 3, an oblong hole 34 is formed in the center of the area ~~of the width~~ corresponding to the width (A) of the first hinge portion 30 so as to form two subportions constituting the second hinge portion 32 on both sides of the oblong hole 34. Alternatively, two or more oblong holes 34 may be formed to divide the second hinge portion 32 into three or more subportions.

Page 17, title before first full paragraph (line 17)

~~[Embodiment 2]~~ Embodiment 2

Page 18, title before first paragraph (line 1)

~~[Embodiment 3]~~ Embodiment 3

Page 18, title between paragraphs two and three (line 22)

ag [~~Embodiment 4~~] Embodiment 4